VOLUME VI, NUMBER 10 MARCH 1990

THE MUNI MEMO

OF THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE OF THE SAN FRANCISCO MUNICIPAL RAILWAY

A Facilities Plan for Muni

By the turn of the century, Muni will hardly resemble the Muni of today. Construction of new facilities and the consolidation of maintenance, operating and management activities into central areas will streamline the Railway, giving it a completely different look.

The opening of Flynn Division last fall was the first in a series of new or improved facilities planned for Muni before the year 2000. In the MOTOR COACH area, the next step is the acquisition of a key 12-acre parcel of land, known as Islais Creek, on the south side of Army Street, just west of Third Street and four blocks from Woods Division. This property and the nearby Woods Division will be turned into motor coach divisions, with centralized heavy maintenance for all diesel coaches (including the articulated fleet), a paint and body shop for both motor and trolley coaches, and consolidation of other shops currently located at 24th and Utah. In addition, Ways and Structures will move from 24th and Utah, and the Revenue Center will be transferred from

Continued on pg. 8

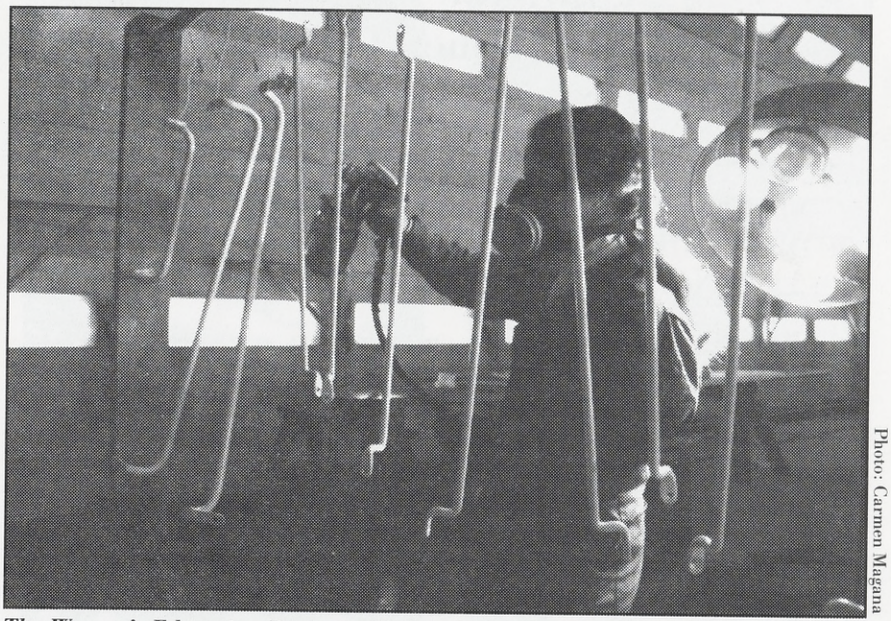

Photo: Carmen Magana

The Women's Education Project will show high school students that jobs like Muni painter Carol Gilbert's are open to women at the PUC.

Women in PUC Management

A group of women managers at the Public Utilities Commission (PUC)—the Advisory Group on Women's Employment—brought together by Personnel Manager Andrea Gourdine, has been meeting for over a year to promote the recruitment, retention and fair treatment of women in the work force at the PUC.

According to Gourdine, the PUC's Affirmative Action Plan calls for increasing the number of women managers and and blue collar workers throughout the PUC departments and bureaus. "What we were finding," she says, "is that there were not very many women in blue collar jobs." Gourdine says that although PUC Personnel has been successful in recruiting women, many of these same women leave PUC employment, and "we need to address the reasons why." So Gourdine formed an advisory group of the highest ranking women PUC managers to bring

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Management Message

Earthquake Performance Commendation

COMMENDING GENERAL MANGER WILLIAM STEAD AND ALL THE STAFF OF THE SAN FRANCISCO MUNICIPAL RAILWAY FOR EXEMPLARY PERFORMANCE OF DUTY DURING THE STATE OF EMERGENCY FOLLOWING THE EARTHQUAKE ON OCTOBER 17, 1989.

WHEREAS, at 5:04 p.m. on Tuesday, October 17, 1989, the City and County of San Francisco was shaken by an earthquake measuring 7.1 on the Richter Scale; and

WHEREAS General Manager William Stead and all the staff of the Municipal Railway immediately mobilized to aid transit riders needing assistance on Municipal Railway vehicles or regarding Municipal Railway services, and to assess and repair any damage to transportation vehicles and systems as a result of the earthquake; now, therefore, be it

RESOLVED, That the Board of Supervisors of the City and County of San Francisco does hereby commend General Manger William Stead and all the staff of the San Francisco Municipal Railway for tireless and exemplary performance of duty during the state of emergency following the earthquake on October 17, 1989; and be it

FURTHER RESOLVED, That the Clerk of the Board is requested to transmit a copy of this resolution to the Public Utilities Commission, General Manger William Stead, and to his honor, Art Agnos, Mayor of San Francisco.

Approved by Unanimous Vote of the Board of Supervisors
of the
City and County of San Francisco

November 20, 1989

Editor's Box

Dear reader,

We're interested in spicing up the Muni Memo. That could mean changing or adding some columns of interest or giving the newsletter a different look. We would like to hear your feedback or ideas. If you would like to let us know what you think about the newsletter or how you would change it, please clip and fill out the form below and return it to Muni Memo, Community Affairs, Room 222, 949 Presidio Avenue. Thanks.

Sincerely,

Anne Milner
Editor

I would like to see the following changes made to the Muni Memo:

__ More Human Interest Stories About Employees

__ More News from the Divisions

__ More Sports

__ More Photos

__ Job Announcements from Outside the City Civil Service

__ Shorter Stories

__ Longer Stories

__ More Humor

__ A Cartoon Strip

__ An Opinion Column for Employees to Express Their Views

__ I Like the Muni Memo the Way It Is

__ Other Ideas

_____

_____

Employee Notice

HSS Has New Address

The Health Service System has a new location. It has moved to 1155 Market Street, on the Third Floor. The Claims phone number is 554-1725, the Membership number is 554-1750. Muni employee Claire Zvanski, Vice President of the Health Service System Board, is fighting hard to keep health-service costs to City employees and their families from increasing too greatly this year. She says the new Community Rating formulas are making it difficult to maintain services at an affordable level. She cautions that when you receive your Health Service comparison charts and information in April, that you review and compare all plans carefully. With the IRS 125 pre-tax benefit, changes and corrections are virtually impossible after May 31st. Should you discover an error after the open enrollment period, call the HSS immediately.

Job File

Job file will return next month.

Congrats!

The Divisional Operators of the Month for February were:

Cable Car: Wade Moon Lee
Flynn: Robert L. Gibbs
Green: Roland Schneider
Kirkland: James Milton
Potrero: Rogelio Y. Ipac
Presidio: James P. Moore
Woods: Cordell Hall

Awards

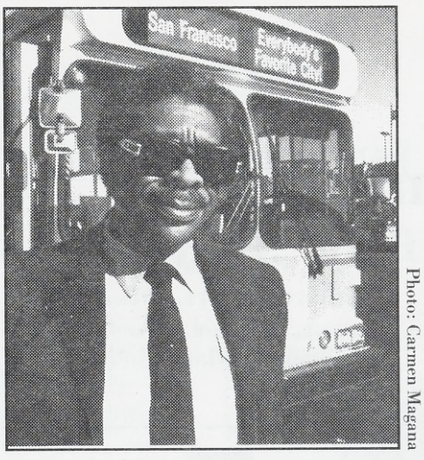


Photo: Carmen Magana

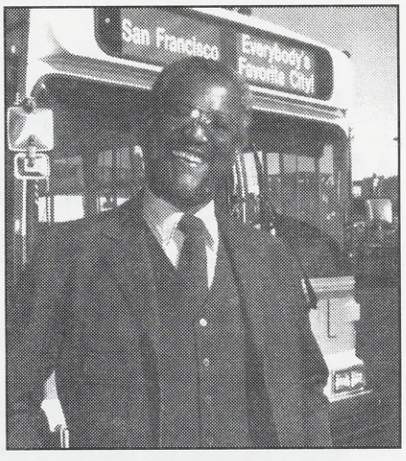


Photo: Joshua Rotsten

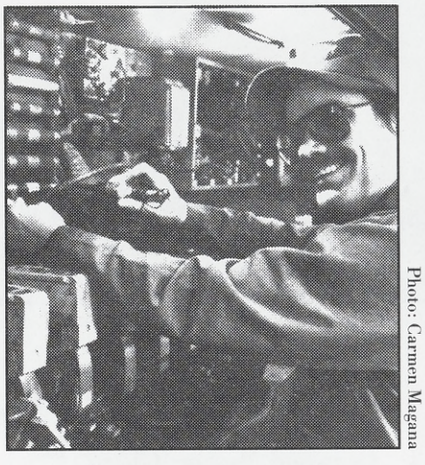
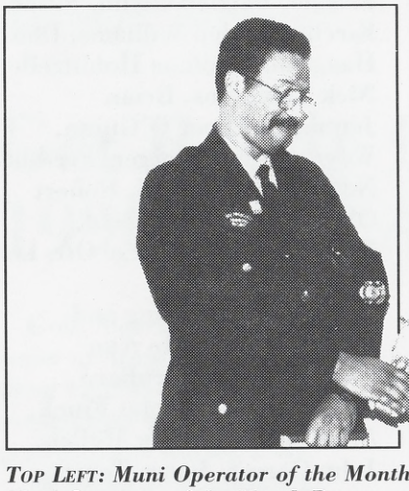


Photo: Carmen Magana

Photo: Joshua Rotsten



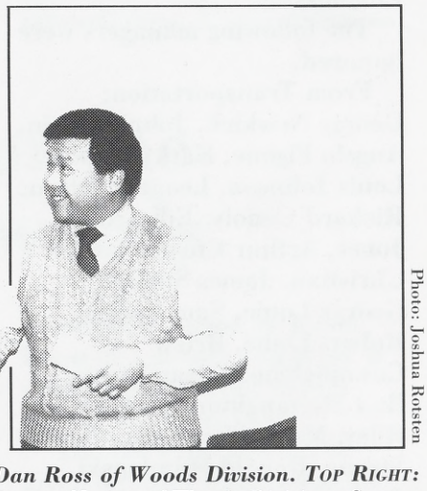


Photo: Joshua Rotsten

TOP LEFT: Muni Operator of the Month, Dan Ross of Woods Division. TOP RIGHT: Muni Operator of the Month Runner-up James Choice of Woods Division. CENTER LEFT: Maintenance Worker of the Month, Paul Pickens of Potrero Division. CENTER RIGHT: Outstanding Engineering and Administration Worker Flora Jaochico. BOTTOM: Transit Supervisor of the Quarter Walter Threadgill is congratulated by George Louie of Green Division.

News

Outstanding Managers Honored

On February 1st, General Manager William Stead and PUC General Manager Thomas Elzey presided at a special ceremony in Muni's Safety and Training Department to recognize 78 managers from the three departments.

Each manager received a special certificate "for excellence in management and service to the public," signed by Mayor Agnos, Stead, Elzey and Rodel Rodis, President of the Public Utilities Commission.

Photo: Joshua Rotsten

These are a few of the managers honored at a special ceremony in early February.

The following managers were honored.

From Transportation: George Newkirk, Johnny Stein, Angelo Figone, Kathy Gilbert, Louis Johnson, Leonard Olson, Richard Conoly, Edward Jones, Arthur Curtis, James Christian, James Stewart, George Louie, Sam Garcia, Robert Louie, Brian Cunningham, Edgar Brown, Bud McNaughton, Edward Riley, Manny Gonzales, Peter Straus, Ronald Hundenski, James Sauer, Bonnie Fitzpatrick.

From Maintenance: Philip Adams, Harold Conklin, Hoy Wong, Raymond Miller, Richard Rogers, Edward Grant, Michael; Resch, Jonathan Miller, Harry Jensen, George Wynn, Joseph Dominguez, Dale Duncan, Lynwood Messer, Glenn Frisbie, Patrick Glynn, Susan Kircher, Olden Williams, Don Haagstad, William Hoblitzelle, Nick Zaboukos, Brian Jennings, Elmer O'Guinn, Wayne Gerstenberger, Freddie Neal, Deborah Weil, Robert Olson, Jack Blanchfield, Robert Glaser, George Ott, Lee Large.

From Engineering and Administration: Jo Ann Ivester, Bruce Bernhard, Jaimie Levin, Nicolas Finck, Anne Milner, Sheila Mullen, John Corser, James Tomes, Alan Siegel, Robert Callwell, John Katz, Susan Chelone, Elmer Nelson, Sal Cristales, Nathan Grief, Robert Highfill, Thomas Rickert, Guy Wright, Patricia Lyle, Antonio Militante, Scott Broder, Wai Tom, John O'Neil, Larry James.

49'ers Fans Chose Muni

Now that football season is over and the 49'ers have won the Super Bowl, we can turn our attention to Muni's performance instead of Joe Montana's.

According to Jerry Robbins of the City Planning Department, Muni did an outstanding job carrying fans to Candlestick Park this past fall. In fact, according to Robbins' figures, Muni ridership was substantially higher during the 1989 football season than during the prior year, with Muni accounting for almost 7000 fans for one randomly chosen game in 1989, as opposed to only 4000 for a comparable game in 1988.

Transit reportedly carried 24% of the fans for the December 17th 49'ers game. Robbins stated, "It appears that many 49'ers fans who used BART and Muni when the Bay Bridge was closed earlier (in the) season elected to continue doing so. Assuming an average occupancy of 2.4 persons for automobiles, the 260 buses (79 from Muni, 46 from SamTrans, 16 from Santa Clara, 15 from Golden Gate, and 104 charters) carried the same number of people as about 6000 cars. Now that's something Muni can crow about!

Safety Banquet Draws Large Crowd

Muni's Sixth Annual Safety Awards Banquet was well attended on January 26th at the Presidio Officers Club, where over 250 operators were lauded for maintaining outstanding driving records for 15 years or more.

As part of the banquet's festivities, Mayor Art Agnos declared the week of January 22–26, Muni Safe Driver Week in San Francisco. Fifteen drivers were honored for having long- term safe driving records of 25 years or more, 40 drivers for 20 to 25 years, over 100 drivers for 16 to 20 years and over 100 drivers for at least 15 years.

During 1989, Muni reduced its avoidable accident rate by 22% and 995 safe driver commendations were presented, an increase of 176 over 1988. In fact, 1989 saw the lowest overall number of accidents for Muni in the entire decade.

This was the first year that Muni presented a Safe Driver of the Year Award (one for each division) to transit operators who have gone the longest without an accident while continually operating transit vehicles in revenue service over a three-year period. Recipients of these

Continued on pg. 6

Operator Commendations Went Up Last Year

From January 1988 to January 1989, commendations from the public for Muni operators went up by 9.3%.

Overall, the diesel divisions were the big winners, with Army/Flynn commendations up by 22.6%, Kirkland commendations up by 18.1% and Woods up by 15.1% The average increase for diesel operators was 18%.

On the trolley bus side, Presidio commendations were up by 19.1%, but Potrero's were down by 17.1%, for an average trolley commendation decline of 1.7%.

On the whole, Muni operators can be proud of a job well done. Congratulations.

Photo: Joshua Rotsten

Muni's most recently graduated new operator class. Congratulations and welcome aboard.

Get Ready for the 1990 Gold Awards

Gold Award ceremonies will begin in April to recognize all those employees chosen for recognition of outstanding job performance during 1989.

Anyone can nominate a fellow employee for a Gold Award. Supervisors have nomination forms, so if you know of a person you think is deserving of a Gold Award, nominate him or her.

The Gold Awards will be given out over a three-month period.

News

Continued from pg. 1

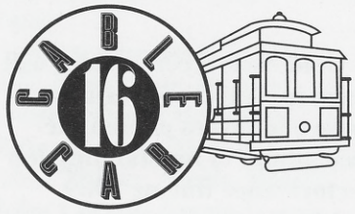
Women in PUC

together women in positions of power and authority who had the ability to influence recruitment and retention of women in PUC. The group then invited women in blue collar jobs to a meeting to hear about their issues and problems and to formulate a plan to begin addressing them.

The group's aim, under the stewardship of PUC Personnel, is to try to help women work out their problems in the work place so that when issues arise or complaints are made, the women in question are more that just names on a piece of paper to managers and personnel officers. Gourdine stresses that the group acts in an advisory capacity, without interfering with the chain of command on the job. At the same time, PUC Personnel is finalizing an "exit questionnaire" for those terminating PUC employment to try to find out why women leave.

An offshoot of the main advisory group is a subcommittee called the Women's Education Project, chaired by Cheryl Davis of the Water Department. The focus of the group is to help young women become prepared for employment opportunities at the PUC, including those in fields that have traditionally been occupied by men. This spring, as a part of a pilot project of the education group, PUC women representing management and the trades will be going out to three high schools —Washington, Galileo, and Balboa—to tell students that if they train now, take the right courses, get the right education, a variety of job possibilities are open to them with the City. Davis says the women will also speak to young men since it is as important for men to be prepared to work with women in non-traditional roles as it is for women to be prepared to do the work. Eleven high schools in San Francisco have expressed the desire to have this program presented to their students.

Gourdine says that although she formed the advisory group to address affirmative action goals for women, similar groups are needed for other minority groups that work for the PUC. She plans to organize additional groups in the future as staffing permits. In the meantime, the Advisory Group on Women's Employment will continue to meet monthly to address issues of importance to women at the PUC.



Plans are proceeding for San Francisco's April 10 Cable Car 16 Festival. Free cable car rides and day-long entertainment at Union Square. Bring the kids!

Transitions

Photo: Joshua Rotsten

Dorothy Jaymes, who has been a familiar face in the Handicapped Services Office for many years, accepted a promotional position in the City Planning Department. On Thursday, February 8th, Local SFUI 790 Muni Chapter members held a farewell party for their president of the Muni Chapter, who is also a trustee with Local 790. We miss you, Dorothy!

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Safety Banquet

special awards were Samuel Joseph of Flynn Division, Jimmie Wilson of Cable Car, James Mabrie of Green, Vincent Chui of Kirkland, Anthony Jean of Presidio, Patrick Winans of Potrero and James McBride of Woods. They operated the most hours in their divisions without being involved in any type of accident between July 1, 1986 and October 31st, 1989. Congratulations to all Muni's safe drivers.

Unsung Hero

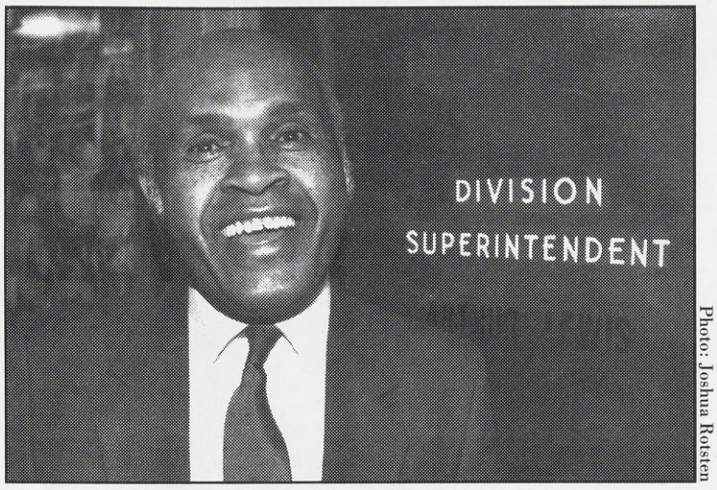

Photo: Joshua Rotsten

We continue our honoring of the Division Managers with Art Lewis of Presidio Division.

BACKGROUND: Art was born in Richmond, Virginia, where he went to elementary and high school. He's proud to say he went to school with and remains life-long friends with one Douglas Wilder, who recently was elected the first black governor of Virginia.

Following high school, Art had a distinguished combat career with the Army in Korea. He joined the Army in 1950. and says, "We fought long and hard every day." In just one year, he was made First Sergeant at age 18, one of the youngest sergeants in the Army. He was wounded on Hill 827 in North Korea in 1950 and returned to the states where he was assigned to Camp Roberts and Ford Ord in California until 1956 when he left the Army to pursue his education.

For two years, he served in the 201st Overseas Radio Station, U.S. Army Active Reserve while obtaining a Bachelor's Degree in advertising from Woodbury College in Los Angeles. He then rejoined the Army in 1958, was promoted to Sergeant Major and stationed at the Presidio in SF. In 1960, he went back to Korea, where he met his wife Young Ja, who was a supervisor for the souvenir department at the main PX in Seoul. The two were married and returned to the states in 1961 when Art was assigned to Fort Hancock in New Jersey.

In 1961, he was later transferred to Camp Baumholder in West Germany, near Frankfurt. There he worked as Manager of the Retail Sales Outlet for the Seventh Army Quartermaster. Art left the Army permanently in 1964, taking with him a number of medals including the Bronze Star, the Purple Heart, the Combat Infantry Badge and four Campaign Stars representing battles in which he fought.

CAREER: After leaving the military, Art joined Muni in 1965. He was an operator out of Potrero until 1972, and was then promoted to Inspector, a position he held until 1975. During that time, he began attending Golden Gate University to obtain a second B.A. and continued on to get his M.B.A. several years later.

In 1975, Art became a claims investigator for the City Attorney's Office, representing Muni in Small Claims Court. Of 600 cases he was involved with, he won more than 65% for the City. He stayed with the City Attorney's Office until 1983, when he became Superintendent of Woods Division. Then in 1984, he was made Assistant Superintendent of what is now known as Surface Transportation. From 1984 to 1987, he was Superintendent at Kirkland, and then became Division Manager at Presidio.

FAMILY: Art and his wife Young Ja have been married for over 30 years. They have one daughter, Lea, who works as an accountant for Act III Productions in Manhattan, and one granddaughter, Tariq.

OUTSIDE INTERESTS: Art says his main interest is human and civil rights. He serves on the executive committee of the SF NAACP and is chair of the NAACP Labor and Industry Committee. He is also a member of the Employment Committee of the Human Rights Commission. As far as hobbies are concerned, Art says he's "into cars." He has two Mercedes, one RV and an "old wagon." He also likes horses. "I ride 'em and I bet on 'em," he quips. He enjoys listening to classical and jazz music. Young Ja and he enjoy traveling in their RV and hope to make a trip to South America before too long.

COMMENTS ON MUNI: The changes at Muni over the past years have been progressive and I'm all for that. Muni continues to be an up-to-date company in step with the current times and that's good, although I do take issue with the choice of some people for certain positions at times. But basically I'm an idealist and as long as I'm alive I'm going to work for my fellow man and toward making it a better world—at Muni and elsewhere.

Facilities Plan

Presidio. The Kirkland and 24th and Utah facilities will either be sold or used for other purposes once the Islais Creek and Woods expanded facilities are complete. A consultant is currently being selected to begin conceptual engineering for construction of the new facility on the Islais Creek site and the remodeling of Woods Division. Construction on the Islais Creek site is expected to be finished in 1994. Remodeling of Woods could then take place, with the new Islais Creek facility in operation to handle Woods maintenance in the interim. The new Woods would be complete in late 1996.

In the TROLLEY COACH area, reconstruction of Potrero Division starts in April and will place over a 15-month period. In 1991 once Potrero is finished, it will house the first of a purchase of 60 articulated trolley coaches. These new vehicles will go into service to coincide with the electrification of the 31- Balboa line. This will enable Muni to retire the remainder of its old General Motors diesel fleet.

Presidio Division will be rebuilt between 1996 and 1998 and expanded to handle Muni's articulated trolley coach fleet, along with Potrero. As a part of that project, Muni Headquarters will move out of the Presidio building, with the facility remaining solely a trolley coach operating division. Housing and minor commercial space will be located on top of the expanded Presidio Division.

As far as LIGHT RAIL is concerned, a new facility known as Metro East, bordered by 16th Street, Owens, Mariposa and the CalTrain right-of-way, will be constructed by mid-1995. Metro East will be built to accommodate the storage and maintenance of 85-90 light rail vehicles. Green and Geneva Divisions, combined, now handle 130 LRVs. With the construction of Metro East, light rail vehicles will use only Green Division, not Geneva. All the historic vehicles and PCCs will be maintained at the Geneva Carhouse. Metro East will be built in time to serve the Muni Metro Extension to Mission Bay and the Muni Metro Turnback at the Embarcadero Station under Justin Herman Plaza. In addition, the new Muni Headquarters will be constructed on top of the Metro East facility, consolidating the management offices now housed at Presidio, all of Central Control, and the offices of the Deputy General Manager of Maintenance and his administrative staff, who are now at Green Division. The Utilities Engineering Bureau is currently selecting a consultant for the design of Metro East. Construction should start in 1992.

Last but not least, Muni will consolidate its signal and electronics functions, which are currently spread among 24th and Utah, the Metro subway, and Central Control, into a centralized unit at 1401 Bryant, where Overhead Lines is located.

When San Francisco enters the 21st century, it will have a transit system equal to the time. For Muni, which changed quite slowly from the early fifties until the late seventies, the rapid transformation of its facilities over the next 10 years is making up for lost time.

Credits

The Muni Memo is published by the Community Affairs Department of Muni. Contributions and comments may be addressed to the MUNI Memo, Room 222, 949 Presidio Avenue, San Francisco, CA 94115, telephone 923-6162.

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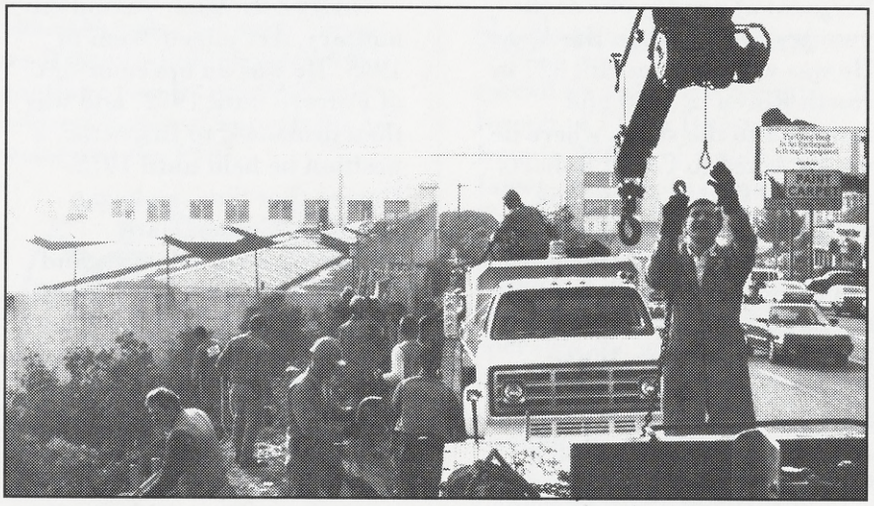

Photo: Joshua Rotsten

Construction crews work hard to place a security fence around Presidio Yard to prevent graffiti vandals from attacking Muni's trolley coach fleet.

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